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IN THE CLAIMS:

1. (CURRENTLY AMENDED) A vehicle suspension system comprising:
a stabilizer bar connectable to a vehicle wheel; and
at least one band secured about and contacting said stabilizer bar, and said at least one band interacts with at least one bushing positioned about and contacting said stabilizer bar and adjacent to said at least one band to prevent lateral movement of said stabilizer bar.
2. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 1 wherein said at least one band includes a first end and an opposing second end, and said first end includes an attachment portion and said opposing second end includes a notched portion, and said attachment portion ~~deflects~~ is deflected after entry through said notched portion to secure said at least one band to said stabilizer bar.
3. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 2 wherein said attachment portion is substantially U-shaped and includes a pair of opposing projections and said notched portion includes a pair of opposing protrusions, and said pair of opposing projections ~~deflect~~ are deflected after entry into said notched portion, and said pair of opposing projections are retained by said pair of opposing protrusions ~~of said notched portion to secure said at least one band to said stabilizer bar.~~
4. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 2 wherein said at least one band further includes an alignment mechanism to prevent sliding of said at least one band relative to said stabilizer bar during attachment of said at least one band to said stabilizer bar.
5. (WITHDRAWN) The vehicle suspension system as recited in claim 1 wherein said at least one band includes a first end having an arm and an opposing second end having a protrusion that engages said arm to secure said at least one band to said stabilizer bar.

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6. (WITHDRAWN) The vehicle suspension system as recited in claim 5 wherein said arm includes a hooked portion and said protrusion includes a recess, and said hooked portion engages said recess to secure said at least one band to said stabilizer bar.

7. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 5 wherein said arm includes one of a recess and a corresponding projection and said protrusion includes the other of said recess and said ~~corresponding~~ projection, ~~and said corresponding projection engaging engages~~ said recess to secure said at least one band to said stabilizer bar.

8. (WITHDRAWN) The vehicle suspension system as recited in claim 5 wherein said at least one band further includes a pair of apertures that each receive a peg to further secure said at least one band to said stabilizer bar.

9. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 1 wherein said at least one band includes a first portion and an opposing second portion, and said first portion includes a first inclined edge and said second portion includes a second inclined edge, ~~and said second inclined edge that~~ is slidably engaged with said first inclined edge to secure said at least one band to said stabilizer bar.

10. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 9 wherein each of said first portion and said ~~opposing second~~ portion further include a protrusion and a notch, and said protrusion of ~~each of said~~ first portion and said second ~~opposing~~ portion ~~deflects is deflected~~ to engage said notch of the other of said first portion and said second ~~opposing~~ portion to secure said at least one band to said stabilizer bar.

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11. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 9 wherein said first inclined edge includes one of a projection and a recess and said second inclined edge includes the other of said projection and said recess, ~~and said projection and said recess engage during sliding of said first inclined edge and said second inclined edge to guide movement of said first inclined edge and relative to said second inclined edge to secure said at least one band to said stabilizer bar.~~

12. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 1 wherein said at least one band includes a first end and an opposing second end each having a flange, and the vehicle suspension system further includes a bracket having a pair of apertures that correspond to said flange of said first end and said opposing second end, and said bracket is positioned on said at least one band such that said flange of ~~each of said first end and said opposing second end of said at least one band~~ is received in one of said pair of apertures of said bracket, and ~~deflection of said flange of each of said first end and said opposing second end secures of said at least one band is deflected to secure said at least one band to said stabilizer bar.~~

13. (PREVIOUSLY PRESENTED) A vehicle suspension system comprising:

a stabilizer bar connectable to a vehicle wheel; and

at least one band secured about said stabilizer bar, and said at least one band interacts with at least one bushing positioned about said stabilizer bar and adjacent to said at least one band to prevent lateral movement of said stabilizer bar, and wherein said at least one band includes a first end having a first curved portion with a first recess and an opposing second end having a second curved portion with a second recess, and said first curved portion engages said second recess and said second curved portion engages said first recess to secure said at least one band to said stabilizer bar.

14. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 13 wherein said at least one band further includes an alignment mechanism to prevent sliding of said at least one band relative to said stabilizer bar during attachment of said at least one band to said stabilizer bar.

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15. (CURRENTLY AMENDED) A vehicle suspension system comprising:
a stabilizer bar connectable to a vehicle wheel;
a vehicle frame;
a pair of bushings positioned about and contacting said stabilizer bar, and said stabilizer bar is secured to said vehicle frame by a mounting bracket positioned over each of said pair of bushings; and
a pair of bands ~~each secured about and contacting said stabilizer bar, and each of said pair of bands is adjacent to one of said pair of bushings, and each of said pair of bands interact with one of said pair of bushings to prevent lateral movement of said stabilizer bar.~~
16. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 15 wherein each of said pair of bands is adjacent to ~~an inner side of one of said pair of bushings.~~
17. (CANCELLED)
18. (WITHDRAWN) The vehicle suspension system as recited in claim 15 wherein said pair of bands each include a first end and ~~a an opposing second end~~, and said first end has a substantially U-shaped attachment portion with a pair of opposing projections and said ~~opposing~~ second end has a notched portion with a pair of opposing protrusions, and ~~deflection of said pair of opposing projections are deflected after entry through into said notched portion secures to secure each of said pair of bands to said stabilizer bar.~~
19. (WITHDRAWN) The vehicle suspension system as recited in claim 15 wherein each of said pair of bands include a first end and ~~a an opposing second end~~, and said first end includes an arm and said ~~opposing second end~~ includes a protrusion, and said arm engages said protrusion to secure ~~each of said pair of bands to said stabilizer bar.~~

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20. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 19 wherein said arm includes a hooked portion and said protrusion includes a recess, and said hooked portion engages said recess to secure each of said pair of bands to said stabilizer bar.

21. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 19 wherein said arm includes one of a recess and a corresponding projection and said protrusion includes the other of said recess and said corresponding projection, and said corresponding projection engages said recess to secure each of said pair of bands to said stabilizer bar.

22. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 15 wherein said pair of bands each include a first portion and an opposing second portion, and said first portion includes a first inclined edge having one of a projection and a recess and said ~~opposing second portion of~~ includes a second inclined edge ~~slidingly engaged with said first inclined edge and having the other of said projection and said recess, wherein said first inclined edge is slidingly engaged with said second inclined edge such that~~ and said projection engages said recess during sliding of said first inclined edge ~~and relative to said second inclined edge to guide movement of said first inclined edge and said second inclined edge and to secure said pair of bands to said stabilizer bar,~~ and said first portion and said opposing second portion each further include a protrusion and a notch, ~~and said protrusion of each of said first portion and said opposing second portion deflects is deflected to each engage said notch of the other of said first portion and said second opposing portion to secure each of said pair of bands to said stabilizer bar.~~

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23. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 15 wherein ~~each of said pair of bands each include a first end and an opposing second end, each of said first end and said opposing second end having a flange, and the vehicle suspension system further includes a bracket pair of brackets each having a pair of apertures, and each of said pair of brackets which correspond to said flange of said first end and said opposing second end that is positioned on each one of said pair of bands such that each of said flange of said first end and said opposing second end of each of said pair of bands is received in one of said pair of apertures of one of said pair of said brackets, and deflection of said flange of each of said first end and said opposing second end secures of each of said pair of bands is deflected to secure each of said pair of bands to said stabilizer bar.~~

24. (CURRENTLY AMENDED) ~~A vehicle suspension system comprising:~~
~~a stabilizer bar connectable to a vehicle wheel;~~
~~a vehicle frame;~~
~~a pair of bushings positioned about said stabilizer bar, and said stabilizer bar is secured to said vehicle frame by a mounting bracket positioned over each of said pair of bushings; and~~
~~a pair of bands secured about said stabilizer bar, and each of said pair of bands is adjacent to one of said pair of bushings, and each of said pair of bands interact with one of said pair of bushings to prevent lateral movement of said stabilizer bar. The vehicle suspension system as recited in claim 15 wherein each of said pair of bands include a first end having a first curved portion with a first recess and an opposing second end having a second curved portion with a second recess, and said first curved portion engages said second recess and said second curved portion engages said first recess to secure each of said pair of bands to said stabilizer bar.~~

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25. (CURRENTLY AMENDED) A method for preventing lateral movement of a stabilizer bar of a vehicle suspension system comprising the steps of:
- mounting said stabilizer bar ~~to a vehicle with~~including at least one bushing ~~to a vehicle~~;
 - securing at least one band about said stabilizer bar adjacent to said at least one bushing;
 - axially twisting said stabilizer bar; and
 - interacting said at least one band with said at least one bushing to prevent lateral movement of said stabilizer bar.
26. (NEW) The vehicle suspension system as recited in claim 1 wherein said at least one band including an inner surface that contacts said stabilizer bar, an outer surface, and a first side and an opposing second side that both extend between said inner surface and said outer surface of said at least one band, and said at least one bushing interacts with one of said first side and said opposing second side of said at least one band to prevent lateral movement of said stabilizer bar.
27. (NEW) The vehicle suspension system as recited in claim 1 wherein said at least one band is adjacent to said at least one bushing.
28. (NEW) The vehicle suspension system as recited in claim 15 wherein said pair of bands each include an inner surface that contacts said stabilizer bar, an outer surface, and a first side and an opposing second side that both extend between said inner surface and said outer surface of each of said pair of bands, and each of said pair of bushings interacts with one of said first side and said opposing second side of one of said pair of bands to prevent lateral movement of said stabilizer bar.